

January							February							March						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
25	26	27	28	29	30	31	22	23	24	25	26	27	28	22	23	24	25	26	27	28
18	19	20	21	22	23	24	15	16	17	18	19	20	21	15	16	17	18	19	20	21
11	12	13	14	15	16	17	8	9	10	11	12	13	14	8	9	10	11	12	13	14
4	5	6	7	8	9	10	1	2	3	4	5	6	7	1	2	3	4	5	6	7
18	19	20	21	22	23	24	12	13	14	15	16	17	18	12	13	14	15	16	17	18
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April							May							June						
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19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
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July							August							September						
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October							November							December						
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11	12	13	14	15	16	17	8	9	10	11	12	13	14	11	12	13	14	15	16	17
4	5	6	7	8	9	10	1	2	3	4	5	6	7	1	2	3	4	5	6	7
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1970

Road Builders On Horns Of Dilemma

20 Jan 1970 Des News

The wrong type of highway planning could ruin the esthetic values of Provo Canyon, or the correct planning could make the canyon compatible to all interests. Today the Deseret News team of Frank C. Davis, Hal Knight, Hartt Wixom and Harry Jones looks at Utah highway and conservation problems. Picture by O. Wallace Kasteler.

"We are both praised and condemned for our new roads," a national highway engineer said at a recent convention. "What exactly does the public want from its state road commissions?"

Utah road officials, too, are faced with such a dilemma. They are praised for constructing new freeways which cut commuter time in half and reduce accidents, and they maintain thousands of miles of roads. Nine out of 10, perhaps more, potential road hearings are not held because there is "no interest," or else only one or two persons show up to agree "on green light" action.

Such engineering feats as bridges across deeply-eroded chasms are taken for granted by the public, roads which look like Swiss cheese following ice-out are patiently repaired year after year, and new studies are exhaustively made to keep facilities up with the load.

Yes, probably no other modern-day technology so routinely touches our lives as does the vehicle we ride in every day on modern, safe roads. Without them, as in pioneer days, at least one week would be required to attend a meeting on the other side of the state. And long trips for recreation or education would be a rarity.

However, certain types of roads have also met with considerable opposition, some organized, and some the man in the street "speaking for myself." These roads are those which would "degrade the environment."

One of these proposed roads would connect Glen Canyon City and Bullfrog Basin down the west side of Lake Powell. another would construct a second path in Provo Canyon.

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Modern multi-lane highways, cutting through Utah's scenic beauty, cause battles between conservationists, builders.

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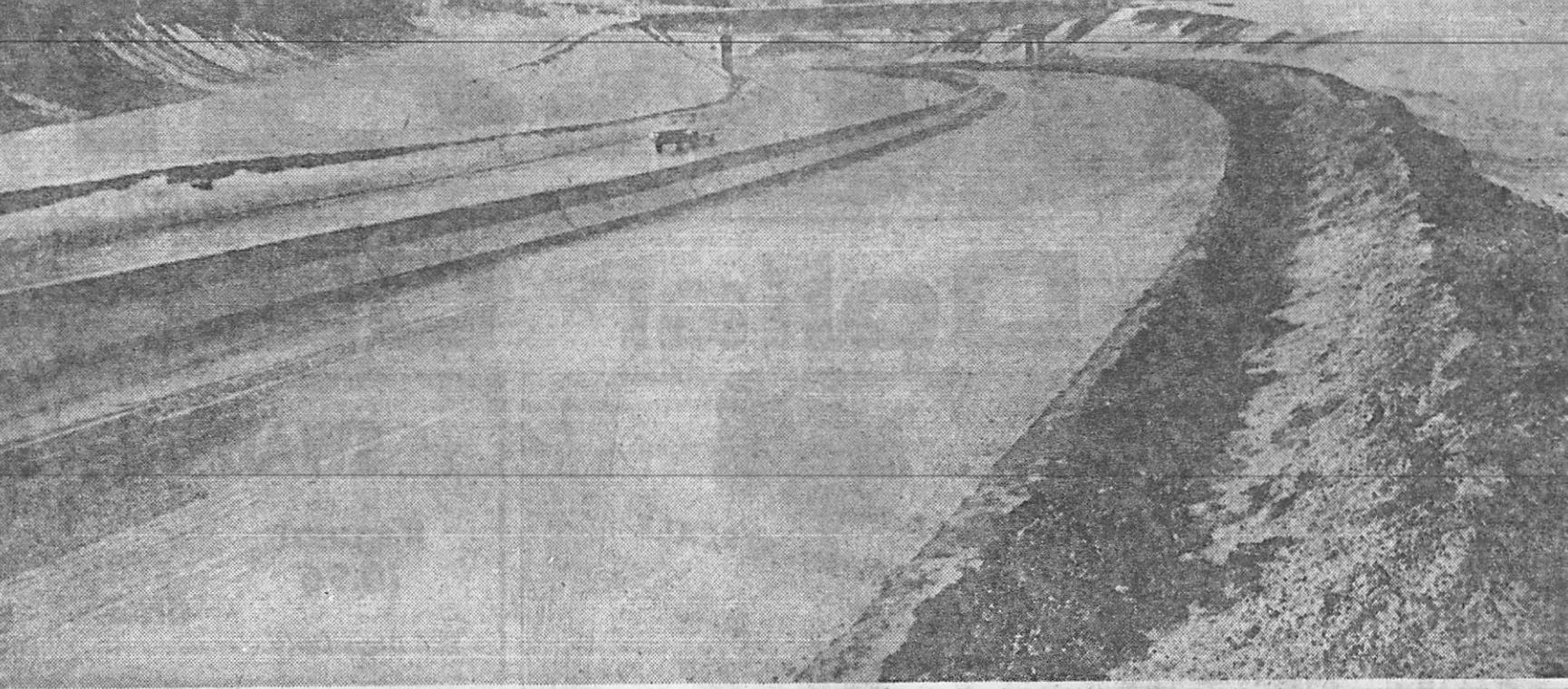
"If the road commission is following the will of the people in cutting a second path through Provo Canyon, it is news to me," one woman said. "I have talked to many people in many walks of life, but I have never found anyone outside the highway department who wants the second road."

"Why not widen the present road to remove the danger they talk about, and speed up traffic," one college student said.

Can some accord be reached?

"All new roads go on the drawing board because the motorist himself starts the ball rolling — by his demands, his needs, the improvements he wants, James E. Johnston, information officer, Department of Highways, says. "It is then our responsibility to provide adequate highways."

"Now of course, we know we're facing a situation which will become increasingly more difficult for road builders and conservationists, and this will give us an opportunity to work hand in hand with the conservationists. To help resolve conflicts, public hearings are held and these matters are opened up for discussion.



Modern multi-lane highways, cutting through Utah's scenic beauty, cause battles between conservationists, builders.

"These are usually heavily attended because only those in opposition bother to come. If they're in favor, they stay away.

"In Provo Canyon we will disturb only about $\frac{3}{4}$ of a mile of the stream — that's the extent of ecology hit by the planned road.

Recently a committee was appointed by the road commission, an Environmental Steering Committee, which now has seven members. Thanks to the governor's concern, he signed an executive order making these appointments possible through the Environmental Quality Act of 1969.

The committee is charged to promote an efficient, safe, and integrated system of highways in harmony with natural environment and social community. Its job will be to advise the road commission on environmental matters. Members come from many occupations and represent many fields.

Johnston said state law now requires two hearings to provide more for more

public input on highway planning before getting into the advanced stages. The first is a corridor or alignment hearing, and the second, a design hearing which goes into details.

"Our minds are not made up before coming into the hearings, and we have taken the recommendations of private citizens as we did, not long ago, near Tremonton and Lambs Canyon.

"In most cases, we try to come up with a compromise taking economy and ecology into consideration. We don't like to think of it as the highway department on one side, and conservationists on the other.

"We try to find the middle ground to satisfy the motoring public and conservationists alike.

Howard Latham, department planning office, says that Utah's highway road system does not meet minimum safety standards on a national scale. This includes many newer roads which need guard rails, new signs, etc. "We are also so busy answering the telephones to fill chuckholes, some of them about as

permanent as an adhesive bandage, and we can't always keep up, especially in a climate with shifting temperatures as we have here in Utah."

"As for criticism in some canyon roads, they are so narrow we often have but one choice, and that is wall to wall concrete," one official said.

One citizen said "that may explain Parley's Canyon, but what about the highway they constructed one-half mile wide in Henefer Valley? Why couldn't they take the environment into consideration there in those canyons where the road is primarily to display the scenery like Blacksmith Fork. Why do they have to wreck the scenery to get up there to look at the scenery?"

A spokesman for the Save the Provo River Association said "some news media are asking, 'why not go along with the widened road?' We are for the widened road, but not a second cut in the same canyon when it would save, by actual clocking, no more than a total five minutes from Deer Creek Dam to the canyon mouth.

Another group asked why three fourths of the river must be re-channeled when there is so little of it left unchanged by the last canyon road project. Studies of one channel change in Idaho have indicated that it did not restore itself after 87 years.

"We understand the department's problems, but we are still asking the engineers to get out of their ivory towers and find out what the public really wants in projects like this," one man said. "Why is it they refuse to believe that we are more concerned about the environment now than when they went to engineering school?"

Whatever the outcome of the dilemma, it would appear that there must be one concern: the general public.

Is the Road Commission carrying out the will of the people in such road projects as Provo Canyon?

That is the dilemma of the road department. It is their responsibility to know.

Wasatch State Park

Future Plans Told

"Feb 1970"

MIDWAY — Midway should retain its small town flavor with its well-kept older homes and ideal atmosphere for raising a family, urged Earl Kohler, Superintendent of the Wasatch Mountain State Park.

Mr. Kohler spoke before members of the Midway Garden

Club in a discussion of how Midway could coordinate their beautification efforts to tie in with the Park. He suggested a tree planting project, the building of fences that show character, and the maintenance of the older homes. He cited the Lethe Tatge home as an example and the national recognition given to the home.

Mr. Kohler traced the history of the Wasatch Mountain State Park, its development, programs, goals and the hopes and dreams of the future.

The Park is one of 40 state operated parks in the state of Utah. It is roughly 35 square miles comprising 22,000 acres of land. It is by far the largest park the state has to offer. Development has been extensive during the last few years with the result of 324,939 people visiting in the park during 1970.

There are eight entrances, a complex of improved roads, developed camping facilities, picnic areas, 18-hole golf course, visitors center, club house, etc.

This development has assisted with the economy of the area, Mr. Kohler said. There are now 34 people employed, six on a permanent basis and the remainder as seasonal help. Most of these employees are from the Midway area, he said.

In discussing the future of the park, Mr. Kohler said it is huge in size and scope and will be an influence on Midway.

The recreational aspects of Deer Creek Reservoir will be operated beginning this year by the State Park and Recreation. This will be the first time that the lake has been opened to water sports and is expected to draw more than 700,000 visitors the first year.

It will be a tremendous job of serving the needs of these visitors, Mr. Kohler said. Immediate needs will be to provide docking, shore line maintenance, garbage pick-up, etc.

As soon as funds are available some of the prominent features planned will be marinas, boating areas and concessions.

Future plans in the park include an additional 9-hole golf course at the present golf course site, additional camping units and a winter sports complex.

A Swiss Village is planned, skiing areas, snowmobiles, etc. A major item would be an aerial tramway. This type of development would cost about 15 million, Mr. Kohler said. This money will not be provided by the state but is hoped that concessionaire-investors will be interested enough to invest in it.

Data is being simulated by a planning committee from the Uinta National Forest, Wasatch National Forest and Division of Parks and Recreation to develop a master plan. It will take approximately one year before the plan will be ready to present to prospective investors, Mr. Kohler said.

Page 2—THE DAILY HERALD, Provo, Utah Friday, April 24, 1970

First Railroad

Tieup 'Disputed'

DENVER (UPI) — For those who think the first continuous coast-to-coast railroad in the United States was linked up at Promontory, Utah, a group of Coloradans are readying plans to set the record straight.

The group, called the Comanche Crossing Historical Society of Strasburg, Colo., said Wednesday it will sponsor a centennial celebration in August commemorating the event which it says gave the nation its first transcontinental railroad.

Although a spike was driven at Promontory, Utah, in 1869 to connect the Central Pacific and Union Pacific railroads, the Colorado group said it was not truly transcontinental because a railroad bridge spanning the Missouri River at Omaha was not built until 1872.

Instead, they say, the first

truly transcontinental railroad was linked up at Comanche Crossing, Colo., Aug. 15, 1870, by the Kansas Pacific Railroad, which bridged the Missouri River at Kansas City.

Gunnar Herskind of Strasburg, chairman and president of the Comanche Crossing Historical Society, said the importance of Comanche Crossing has never been realized.

"We aren't challenging the importance of the Golden Spike ceremony (at Promontory). It represented the establishment of coast - to - coast rail service and as such was one of our nation's great milestones," he said.

"However, Comanche Crossing somehow was ignored by the history books almost entirely. This is an injustice to the men and women whose genius and labors pushed the Kansas Pacific across the plains."

Travel-Recreation

Golden Spike Driven 101 Years Ago: Historic Utah Site Draws Rail Buffs

By JIM CROSSLEY

It was a year ago that the Golden Spike was driven for the second time. That was the centennial. Even so, there's still a good reason to plan to stop at Promontory, Utah, if taking a summer tour anywhere near Salt Lake City.

Those who missed the celebration in 1969 are welcome at the Golden Spike National Historic Site and there is much to see.

It marks, of course, the point of meeting between the Central Pacific, started in Sacramento, Calif., and the Union Pacific, started from Omaha, Neb.

Construction on the trans-continental railroad was hard to get started.

From groundbreaking in 1863 until 1865 neither end showed more than 50 miles of track laid. Great blocks of federal land along the right-of-way and other inducements finally got the action going.

It was about as hard to get it stopped. It took an act of Congress, four years later. The grading crews of the two companies had passed each other and prepared parallel routes for about 100 miles.

Two men, one in the East and one in the West, had been important instruments in getting the road built.

Visitors at a small historical museum in New York state can trace one of them.



Promontory, Utah, where the great western rail link finally was completed a century ago.

In the village of Fishers, N. Y., 15 miles east of Rochester, is located the Ghost City of Valentown Museum. Its steady stream of visitors becomes a torrent during one week of the year when the spectacular Mormon Pageant (this year, July 27-Aug. 1) draws thousands to nearby Hill Cumorah. Most museum visitors learn for the first time about

a resident of the area, Dr. Hartwell Carver, who has been called the "Father of the Pacific Railroad."

Starting in 1828, he fore-saw the need for such a link and began an active campaign to promote the idea. This was remarkable because the Erie Canal had just opened the way to the "west" in 1825. Nevertheless, Carver took time from his career as a surgeon to write to newspapers and to importune Congress.

His reward came 43 years later, in 1871, when the Union Pacific gave him a grand tour across the nation with banquets and ceremonies all the way to California.

There was no such recognition for the West Coast counterpart of Carver. This man's burning obsession with the need for a railroad eastward across the Sierra Nevadas from California brought him the derisive nickname of "Crazy Judah." He was an obscure civil engineer, real name Theodore Dehone Judah, and was suc-

cessful in pursuing his dream—to a point. He interested four prosperous Sacramento merchants in the project and the Central Pacific Company was born as a result.

His reward? When the success of the company was assured, he was squeezed out.

A visit to the Golden Spike Historic Site Visitors' Center at Promontory, Utah, where it all came to a climax, can make those wild and preposterous days come alive again. There are railroad exhibits on display, including replicas of the laurel "last tie," the spike and the maul used to drive it. Because photographic cameras had been perfected in the 1860s and recorded the struggle to build the right-of-way, the photographic displays are engrossing.

Queries concerning the visitors' center can be addressed to Superintendent, Golden Spike Historic Site, P.O. Box 639, Brigham City Utah 84302.

(Newspaper Enterprise Assn.)

Redford Lands Film For Utah

Des News 22 July 1970 16-A

By HOWARD PEARSON
News Entertainment Editor

Most of a multi-million-dollar movie about mountain men of the West will be made on Utah locations.

Through the efforts of Robert Redford, adopted Utahn and currently the most sought-after actor in show business, "The Crow Killer" will be produced in Provo Canyon, Heber Valley, the Uintah Mountains and other sites in northern Utah.

It will star Redford as the famous mountain man, Jeremiah Johnson, who trapped and hunted in the West in 1820-1840. He was the feared and respected enemy of the Crow Indian.

The picture will be produced on a budget of between \$3.5 million and \$4 million. It will be directed by Sydney Pollack, whose most recent work, "They Shoot Horses, Don't They?" received nine Academy Award nominations and one major Oscar. That was for Gig Young as best supporting actor. Pollack was nominated best director.

At Sundance resort in Provo Canyon, Mr. Pollack Tuesday night disclosed that he and Redford had been visiting locations all over Utah for the past two months. He returns to Hollywood Wednesday to make arrangements for a shooting schedule. Actual production will begin Sept. 1, with a crew of more than 200, plus extras to be hired from among Utahns.

"We will headquartered at Heber City," he said. "This will enable us to save money because we'll be fanning out from there. While we were looking over locations, Bob and I found places that look like Wyoming and Idaho and



Robert Redford to star in new Utah movie.

we don't travel far for locations.

"Before seeking locations, we did a lot of research. We want this to be an honest story about the mountain men. Only one film has been made about them—'Across the Wide Missouri,' with Clark Gable—and that was sentimentalized.

"We want to do a real story of men who could go back and live like primitive man."

Besides the 12 weeks allowed for shooting in Utah, the company will be on location around Calgary and Banff, Alberta, Canada, for about four weeks, according to Mr. Pollack.

Pollack, who has been associated with Redford before—in "War Hunt," in which both were actors—has a long line of credits in television and movies. He was director and producer on two years of Ben Casey. He was associated with Naked City and the Chrysler Theater.

He directed such motion pictures as "This Property Is Condemned" in which Red-

ford starred, "The French Connection," "The Godfather," "The French Connection," "The Godfather,"

tions are needed and these states can supply them.

He said that "Crow Killer" (which is only a working title) should attract other movie companies to Utah "because of the scenic backgrounds we hope to put up there on the screen."

Redford said that his own film, on Utah, which was commissioned by the state, is nearing completion. This will be used to attract all industry to the state, not just the movie business, he disclosed.

MOVIE RATING GUIDE

The movie industry has established the following ratings so the public can be informed and use discretion in selecting movies according to individual moral standards.

G GENERAL AUDIENCE.

GP ALL AGES ADMITTED.
Parental guidance suggested.

R RESTRICTED.
(Persons under 17 not admitted without parent or adult guardian.)

X PERSONS UNDER 18 NOT ADMITTED.

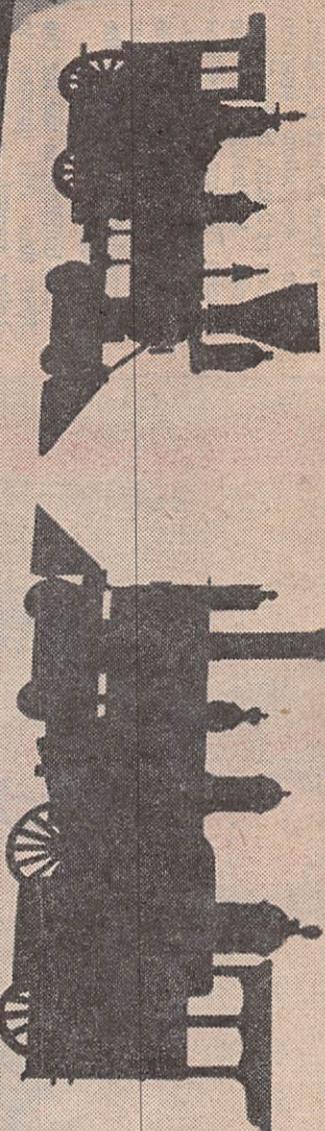
UNRATED 1—Released before 11/1/68.

2—Not submitted for rating (audience beware)

6 May 1970



GOLDEN SPIKE NATIONAL HISTORIC SITE



DESERET
NEWS

SALT LAKE CITY, UTAH

Wednesday, May 6, 1970

B1

Marilyn Adams finds history at her feet and all around at railroad museum gallery opening Saturday in Brigham City.

Spike For Display

By WANDA LUND
Deseret News Staff Writer

BRIGHAM CITY — The original Golden Spike, driven at Promontory to celebrate the completion of the transcontinental railroad May 10, 1869, will be on display at the new Brigham City Civic Center-Museum Gallery, as part of

the community's Golden Spike celebration.

It was brought to Utah by Jim Berry, executive director of Golden Spike Empire Inc., from its permanent home at Stanford University. The public may view it at the gallery, 3rd West and Forest Street, Saturday from 2:30 to 9 p.m.; Sunday from 2 to 5 p.m. and

• • OUR MAN • •

Harry Jones



He's A Jump Ahead

Frank Hare is to Layton what Jack Benny is to the town of Waukegan. He's Layton's answer to Max Rich. He's a one-man booster club, tourist bureau, town crier, cheerleader and an all around good guy.

He's always giving someone an award as commander elect of the VFW up that way.

He's the guy who deserves the medals.

Frank and his wife, the pretty Yvonne, have 10 sons and daughters. Last Sunday he blessed a couple of grandkids.

There's nothing unusual about a Hare having 10 youngsters. Maybe Yvonne deserves a medal too!

When he isn't doing some civic chore, Frank works at Hill Field in a very secretive position. It is so secretive that neither he nor the boss know exactly what it is that he does do.

It is important to the missile program.

Frank is a roving football spectator. He runs down the sidelines to be near the play. This is especially true when Davis High has the ball. He is always drumming up enthusiasm with the Davis fans.

Janice, one of the teens in the Hare brood, was a candidate for cheerleader at Davis. She won hands down . . . feet up, or however they win. Janice claims it was the kids voting for her dad that won for her. They were afraid that if she didn't win, he would quit.

Not so. He would be there.

A son, Bob, plays on the team. When the kid intercepted a pass and ran almost the length of the field for a touchdown, only one fellow beat him. Frank outdistanced him down the sidelines. Frank was the first one into the end zone.

The football coaches at Davis saw Frank along the sidelines in his white VFW coat so often, it was mid season before they found out he wasn't the popcorn man!

What I wanted to tell you about Frank and Yvonne

daily from then until May 14
from 1 to 8 p.m.

Brigham City Police Officer Tom Sneddon will guard the spike while it is on display, and it will be kept in a vault at the Box Elder bank while it is not being shown.

Gov. Calvin L. Rampton will officiate at a ribbon-cutting ceremony Saturday at 2:30 p.m. to inaugurate the new Museum-Gallery, part of the \$267,000 building.

Other guests will include Sen. Frank E. Moss, D-Utah, and Rep. Laurence Burton, R-Utah, and local dignitaries.

On display there until May 18 will be the historic A. J. Russell collection of photographs taken at the time of the building of the Union Pacific Railroad in 1868 and 1869. The pictorial documentary is on loan from the Oakland Museum in Oakland, Calif., with transportation provided by United Transportation Union, Cleveland, Ohio.

FIRST TIME

The collection is being shown for the first time in the Intermountain States and includes the same photograph Russell took of the "Wedding of the Rails" at Promontory, as well as many other photographs representing the pioneering era.

Russell took the photographs on glass plates, using a wet plate collodion process. It was necessary to coat each plate with collodion just before a photographic exposure and process the plate immediately afterward.

When the collection leaves Utah, it will be displayed at the Smithsonian Institution in Washington, D.C.

PAINTINGS, RELICS

The Museum-Gallery also features nearly 70 paintings by Brigham City artists, as well as a collection of pioneer relics accumulated by Sons and Daughters of Utah Pioneers. Also, seven pieces

See SPIKE on Page B-5